



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE**

TUESDAY, OCTOBER 8, 2019

**One Civic Center - Agave Conference Room
Scottsdale, AZ 85251**

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:34 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

1. ROLL CALL

PRESENT: Michael Kuzel, Chair, Commissioner – Transportation Commission
George Ertel, Commissioner – Transportation Commission
Kyle Davis, Subcommittee member
William Levie, Subcommittee Member
Jason Watton, Commissioner – Parks and Recreation Commission

STAFF: Susan Conklu, Senior Transportation Planner
Sharon Cini, Diversity Manager
Frances Cookson, Office Coordinator
Greg Davies, Senior Transportation Planner

GUESTS: Rachel Pearson, Experience Scottsdale

2. PUBLIC COMMENT

Rachel Pearson, Experience Scottsdale, invited committee members to attend the Behind the Scenes of Experience Scottsdale event on November 20, 2019.

3. APPROVAL OF MEETING MINUTES

Chair Kuzel called for modifications and approval of the minutes. Commissioner Ertel identified points of clarification and typographical corrections.

COMMISSIONER ERTEL MOVED TO APPROVE THE MINUTES OF THE MAY 29, 2019 MEETING AS AMENDED. SUBCOMMITTEE MEMBER LEVIE SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR KUZEL, COMMISSIONER ERTEL, COMMISSIONER WATTON, SUBCOMMITTEE MEMBER DAVIS AND SUBCOMMITTEE MEMBER LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. ADA TRANSITION PLAN

Sharon Cini, Diversity Manager, discussed current efforts in terms of public outreach. A few years ago, it was discovered that the City did not have an ADA coordinator in place. This position was previously active, but was eliminated during the recession. This position was subsequently assigned to the Diversity Management team through the establishment of an ADA coordination team. The team is a Title II entity and is responsible for keeping the transition plan current. This includes periodic review of policies and establishing its own citywide ADA policies specific to transportation, community services, street operations, parks and recreation and other departments that provide services, programs or activities for those living with a disability. The ADA Transition Plan serves as a report of Scottsdale's progress.

Members of the team include:

- Brent Stockwell, Assistant City Manager
- Sharon Cini, Diversity Manager
- Dan Worth, Public Works Director
- Ratna Korepella, Principal Transit Planner
- Craig Hanson, Street Operations Manager
- Dave Lipinski, City Engineer
- Michael Klapp, Chief Development Officer
- Linda Zarella, Facilities Management
- Kevin Collins, Facilities Management
- Tom Barrs, Plan Review Office

In terms of demographics, Scottsdale has approximately 25,244 people living with one or more disabilities. The approximate category breakdown for disabilities is as follows (an individual may have one or more of the following):

- Vision disability: 5,000
- Hearing disability: 9,000
- Cognitive disability: 9,000
- Ambulatory disability: 13,000
- Self-care disability: 5,000

In terms of positive steps, the following were highlighted:

- Establishment of an ADA coordination team

- Each department has a designated individual responsible for handling requests for accommodations and how to file a complaint
- Making complaints and access information available digitally
- Capital improvement projects are including enhancements for community facilities
- New accessible park (Chaparral) established last year
- Street Operations has completed over 1,000 ADA curb ramps
- Facility condition assessments

The team is developing programs and methods to encourage citizens take the online ADA transition public plan survey. Ms. Cini reviewed the survey questions, which include information regarding veteran demographics. She noted that the City does not capture information on Veterans anywhere else, aside from the census.

The requirements applicable to the ADA Transition Plan include the following:

- Ensuring that the City does not discriminate against people with disabilities
- Educating staff that discrimination is prohibited in regard to access to jobs, public accommodations, government services, public transportation and telecommunications

Ms. Cini stated that a contractor is not being hired to develop the Plan and that it is fully within City staff's purview. She encouraged members of the Commission to visit the City website and complete the ADA survey. A public outreach event is planned for October 22nd at Granite Reef Senior Center.

Commissioner Ertel asked whether the requirements apply to the Preserve. Susan Conklu, Senior Transportation Planner, stated that there are exceptions, where modifications would drastically change the landscape or where there would be significant cultural impacts. The Access Board provided clarifications to the rules in the last few years.

Commissioner Ertel addressed the presence of raised, truncated domes at crosswalk areas, noting that there have been complaints about them from those in wheelchairs or on crutches. He asked whether there are considerations for utilization of an alternate method or material. Ms. Cini stated that this was brought up in working with the Streets Department. The new street operations director has been made aware of the issue.

Commissioner Watton asked who drives the national standards and how often they are updated. Ms. Conklu acknowledged that she does not know how often they are updated. Proposed changes go through many reviews before they become final.

In response to a question from Chair Kuzel, Ms. Cini confirmed that PROWAG has not been formally adopted. The last update was in 2013 and they are still in the public comment phase. Until the new guidelines are adopted, the City must use the 2013 and 2010 guidelines. Chair Kuzel stated his understanding that there is no official requirement that municipalities must follow the guidelines. Ms. Cini said she would need to verify this. Ms. Conklu stated that there was a requirement that every municipality would have its inventories completed as well as transition plan for bringing everything into compliance. Chair Kuzel commented that because PROWAG has not finalized the guidelines, it remains a moving target in terms of design standards. After further public comment, changes and formal adoption of PROWAG, the standards may yet change again. This could mean that after spending significant funding for items such as curb ramps, the City may learn that they are not in compliance with the final document.

Subcommittee Member Levie asked if there are funds specifically available to make projects compliant with ADA standards or whether these requirements are just worked into proposals. Ms. Cini stated that currently, there is an amount in the capital budget to address ADA compliance/modifications as issues arise. However, best practice would be to complete the self-evaluation and the inventory. Then the projects could be placed into a schedule and a determination made as to cost for upcoming years. Ms. Conklu said this is being done in multiple ways. The Street Department does this during maintenance projects. It is also included in new project streetscapes and complete streets.

Chair Kuzel cited two issues that he might bring up at a public meeting, were he to give input at an outreach event. In his southern Scottsdale neighborhood, the City installed new curb ramps. However, there is a telephone pole in the middle of the sidewalk 50 feet from the curb ramp means the ramp serves little purpose. Secondly, the sidewalks are heaving and settling in the location of the newly installed curb ramps; nothing is being done to address the condition of the sidewalks. In summary, there is an funding expenditure on the curb ramps but no attention to the facilities that lead to and from the curb ramps. Ms. Cini said she appreciates the comment. In 2017/18, staff created a curb ramp inventory and schedule for priority pedestrian areas. It helps to identify high density pedestrian areas. Ms. Conklu added that the Streets Department would have a more complete sidewalk inventory. Ms. Cini quoted from a sample of the significant findings portion of the Plan, which more closely examines entire area in terms of not only measurements, but also the particular details affecting accessibility.

Commissioner Ertel suggested the possibility of making the current inventory available to the public for comment. Ms. Conklu agreed that this is a great idea. Ms. Cini added that she is looking to establish a disabilities advisory committee. The Coordination Team members are the subject matter experts in this area. She invited Commission members to submit comments and input to the Team.

5. FEDERAL GRANT FOR BIKE AND PEDESTRIAN PROJECTS

Ms. Conklu reviewed a list of past projects paid for with federal funding through MAG as well as those in process:

- Arizona Canal from Chaparral to Indian Bend Wash (completed)
- Shea Underpass and Path Connections (upcoming construction to reconstruct gabion walls)
- WestWorld Path and Trail Connections (design completed; federal funds cancelled due to easement issues)
- McDowell Road Bike Lanes (design complete, construction to begin in spring 2020)
- Chaparral/Hayden Underpass (design kick-off 10/22/19)
- Osborn Complete Street from Hayden to Scottsdale (30 percent design)
- Thomas Road Complete Street from 73rd Street to 56th Street (statements of qualifications for design consultants due 10/25/19)
- 68th Street Complete Street from Indian School Road to Thomas Road (statements of qualifications for design consultants due 10/25/19)

Chair Kuzel referred to construction of the bike lanes and asked whether there has ever been a process to gauge bicycle activity on a road before and after construction of the lanes. Ms. Conklu stated that such studies have only been done on a very limited basis, however it is now becoming more of the standard, whereby they do a “before and after” for every project.

Chair Kuzel asked for confirmation that such counts will be part of the plan with the McDowell construction. Greg Davies, Senior Transportation Planner, said that this is the goal and that one way to achieve is through onsite manual counts. Automated methods could also be considered.

Ms. Conklin stated that for construction reimbursement in 2023/24, a total of \$32.3 million is available for the region, with the local contribution being 5.7 percent. Cities typically pay their own design costs.

On September 16, 2019 Transportation staff submitted several projects for the current call for projects for Fiscal Year(s) 2023 and 2024:

- Shea Boulevard Path from 142nd Street to Eagle Mountain Parkway (with Town of Fountain Hills): \$4.3 million
- Indian Bend Wash path extension from Thompson Peak Parkway to Bell Road (formerly part of WestWorld Path & Trail): \$3.8 million
- Indian Bend Wash Bridge replacement at Osborn Road: \$4.8 million
- Goldwater Pedestrian & Bicycle underpass at Scottsdale Road: \$3 million

Ms. Conklin stated that MAG received 27 applications for bike pedestrian projects totaling more than \$54 million in requests. Subcommittee Member Davis asked whether this represents a typical breakdown between number of requests submitted versus the total amount available. Ms. Conklin said it is fairly typical.

Mr. Davies discussed the Notre Dame High School campus, noting that the school purchased City property as part of significant expansion. At one point there was an organic trail in the area. Mr. Davies has been negotiating with the school to build a trail, however they will not be building a paved path.

Chair Kuzel asked for clarification on the goal of the shared use path as a connector behind the school. Ms. Conklin stated that it is for all weather use for nonmotorized transportation. Chair Kuzel pointed out that the shared use path would take the user to Bell Road. People can already get to Bell Road. Getting to Bell Road does not take them to a future connection of a shared use path. Ms. Conklin clarified that part of the original project (when it was still WestWorld) was to carry it for a four-mile route, partly along the road and following the power line corridor, to connect to Grayhawk Park. There are limitations on space that would make alternate planning difficult or unfeasible. It is notable that alternatives often do not arise as possibilities until the design phase begins. Mr. Davies commented that the other trail in the vicinity is identified as part of the Preserve trail system in the Master Plan. The shared use path behind the Notre Dame High School campus is a connecting organic trail. North of the area to Cactus is all City property. Chair Kuzel surmised that there is then ultimately a logical plan for progressing to the north.

Commissioner Watton asked about the possibility of doing something architectural to blend with the bridge at the Osborn Road project. Traveling north past the golf course can be dangerous. Ms. Conklin stated that a resident who had been hit by a golf ball delivered a petition to City Council. As a result new signage is being installed. The City is limited as to what it can physically require from a private property. If a new golf course was being constructed, the City could stipulate to certain elements.

In response to a question from Chair Kuzel, Ms. Conklin confirmed that that the Osborn Complete Streets project will include a connector on the north and south sides.

In response to a question from Subcommittee Member Levie, Ms. Conklu stated that Goldwater Boulevard will remain untouched in terms of the Pedestrian & Bicycle underpass project.

Ms. Conklu reviewed next steps:

- October 14 & 15, 2019: Active Transportation Committee will review applications, agency presentations, and committee scoring. Comments will be forwarded to Air Quality Staff.
- October 17, 2019: Active Transportation Committee members' final scores due to MAG staff.
- December 5, 2019: Air Quality Technical Advisory Committee will recommend air quality evaluations of projects.
- January 21, 2020: Active Transportation Committee will review scores and recommend priority listings of CMAQ and TA funded projects.
- January 30, 2020: Transportation Review Committee (TRC) will review the prioritized listing and recommend programming of projects.
- February 12, 2020: Management Committee will review the prioritized listing and approve proposed Transportation Improvement Program (TIP) listings.
- February 26, 2020: Regional Council will make final approval of the prioritized listings and recommend proposed TIP listings.

If any of the Scottsdale projects are approved for federal funding, City Council will then approve acceptance of the grants. The projects will then be added to the City's Capital Improvement Program for their appropriate years of design and construction.

In July of 2019, the Department successfully applied for other federal funding July 12, 2019 for two projects, including:

- 70th Street Neighborhood Bikeway from Continental to Old Town: This is a Design Assistance project to complete a project assessment and 15 percent design concept in 2020. Harrington Planning & Design has been selected to complete the 70th Street project and will be using subconsultant T.Y. Lin.
- Old Town Scottsdale Bicycle Master Plan: Planning Assistance project in 2020. There is no local match requirement and the project is fully funded by MAG and uses MAG-approved on-call design consultants. Harrington Planning & Design has been selected to complete the 70th Street project and will be using subconsultant Y2K.

The project process will include public outreach beginning in mid-November. Ms. Conklu reviewed photos and maps of the existing conditions.

Subcommittee Member Davis asked whether the City has formally developed any bike boulevards. Ms. Conklu stated that an existing map identifies route areas that include signage, however they do not necessarily have enhanced features at this time. Alternative naming to, "bike boulevards," included, "neighborhood greenways," however, "neighborhood bikeway," may be more clear.

Commissioner Watton referred to the Shea Connection in his neighborhood, noting that there is a heavily used scenic overlook on Shea Boulevard east of the area. With signage, this could be promoted as a scenic recreational route, with three miles on the south side of Shea with wide paths. Ms. Conklu noted that this was shown on the map as a destination site. This particular project will require quite a bit of wayfinding signage. In response to a question from Chair Kuzel, Commissioner Watton said there is a walkway from Eagle Mountain to the scenic overlook.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu stated that Hayden and Thomas is still under construction and should be finished in December. It will bring bike lanes all the way through to connect with existing bike lanes and includes new sidewalk, bus stops, and right turn lanes.

Cattletrack Trail has been completed. This is an example of a Y account project. Staff has received great feedback. It is a short stretch from Lincoln to McDonald Drive. It consists of an eight-foot wide unpaved trail with stabilizer and signage that connects to the sidewalks at both cross streets. People can also access the path along the Arizona Canal.

Ms. Conklu reviewed recent bus stop improvements, noting that sometimes a very small fix will assist with ADA barriers to transit.

The 24th Street and Shea location was discussed. Ms. Conklu explained that it has not yet opened because although the path and trail connections are complete and the retaining wall was designed properly, it was not constructed properly. The bidding process is underway to rebuild the gabion wall.

A public meeting is scheduled on October 21st for Fire House Trail (previously referred to as Pinnacle Peak Rancho Trail). An existing trail at Ashler Hills belongs to Whisper Rock Community to maintain, however, it is outside of the walls backing to another neighborhood. From a neighborhood connectivity perspective, there are little gaps. Over the years, neighbors have requested a fix.

Drinkwater Boulevard Bridge opened on September 13th, however it is currently closed for minor modifications.

Osborn Road will carry travelers through the wash and past Hayden Road. The public materials from the open houses and a comment form for citizens will be added to the project webpage. Mr. Davies stated that an open house was held on September 30th. Most attendees were in favor of the roundabout, which has been a contentious issue. The design is at 30 percent. It will include a continuous path on the north side, bike lanes and a median to the east of the wash and low water landscaping. Commissioner Ertel commented that most people do not like roundabouts and asked whether those who now favor them are longtime residents or new to the neighborhood. Mr. Davies stated that most people in favor of the roundabout live in the vicinity, most in Peaceful Valley. Subcommittee Member Davis recalled that Paul Basha had once stated that before installation, public sentiment regarding roundabouts is 70 percent negative. However, shortly after they are installed, people use and love them.

Ms. Conklu stated that 68th Street Complete Street will kick off when the design consultant is selected. The Southwest Village Neighborhood Association meeting was held last week. The neighborhood has been requesting a rectangular rapid flashing beacon on 2nd Street and 68th Street.

The intersection of Osborn and 68th Street will include a bicycle enhanced intersection. Travel lanes will be reduced from four to two to match other segments of 68th Street. There will be public meetings to gather input.

The City has posted its current scooter (shared devices) report to the website. City Council will receive the report with all its attachments. It is likely that before the end of 2019, City Council will have an agenda item to address the proposed changes to the regulations. Some proposals

include special license requirements, fees, annual fees, relocation fees and impound fees. They will likely require parking only in bike racks and designated parking areas.

Subcommittee Member Davis asked about the Camelback Corridor pedestrian improvements. Ms. Conklu stated that path design will be completed first. Following this, they will work on the major intersection and sidewalks, followed by the Entertainment District.

7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair Kuzel inquired about the Safe Routes to School Coordinator. Ms. Conklu stated that the position has been posted on the City's website for the next three weeks.

The new Active Transportation Map will soon be printed.

Ms. Conklu also reports that there are new bike lockers downstairs near the entrance. They have also remodeled the bike room.

8. PUBLIC COMMENT

There were no comments.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Commissioner Ertel, the meeting adjourned at 11:13 a.m.

AYES: Chair Kuzel, Commissioners Ertel and Watson, Subcommittee Members Davis and Levie.

NAYS: None

SUBMITTED BY:
Frances Cookson

Staff Representative

***NOTE:** These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>